

will be no hands in line. A few banners may be carried, but it will be a demonstration in silence merely to prove the strength of the street railways strike.

"We guarantee absolute peace and quiet, and we have no doubt that Mayor Mitchell will issue to us the necessary permit. The line of march will be from Fifth Avenue and Eighty-sixth Street to Union Square, the column beginning to move about 11 A. M."

Mr. Frayne was asked if any strikes in sympathy with the carmen had occurred during the day. He said no. He had heard that the drivers of the Stuyvesant brickyard and of the Empire brick works that haul sand to the Interborough power houses were out on strike. Only twelve men were concerned, but there was a flurry of trouble and police reserves were called to quiet some disorderly persons.

Believing that the public would be interested in the procedure following the general strike recommendation, he explained that procedure, saying that the recommendation will be considered at the called meetings of the various rejected bodies, which will endorse or reject it.

Action Next Friday Night.

The most important of all, the Central Federated Union, meets on Friday night at 8 o'clock. The Brooklyn Central Labor Union will meet next Thursday. If the recommendation is adopted, it will be handed down to the affiliated locals so that their members can vote on the proposition. The voting will take place on Saturday or Sunday, and the lineup should be completed by Monday.

Mr. Frayne was very careful to insist that there is no question of a strike being "ordered" by the Continental Hotel leaders, but that the decision is left to the men themselves. He represents the men, however, as boiling with strike enthusiasm.

"Our great difficulty to-day," he said, "has been to hold them back."

"There must be some of these unions that have straightforward agreements with their employers or that have always been fairly treated. Are you calling these out also?" he was asked.

"I have told you," he replied, "that the matter is left to the men themselves."

"Won't many of the unions have to obtain permission from their national bodies?"

"I suppose that is true—yes, it is true," he said.

"Are the officers of national bodies coming to New York to take part in this conference or advise in any way with your committee?"

"No such word has come to me," said Mr. Frayne, "and I think I would have known about it if the leaders were coming."

"Why has not Mr. Gompers taken a more direct part in these conferences and why has he omitted so far to indicate his definite approval of the sympathy strike recommendation?"

"Can't you leave Mr. Gompers out of it?" countered Frayne. "Let him talk for himself. I advise you newspapermen to drop reference to this Gompers matter."

Unions in Financial Strength.

"No, and there has been no statement to that effect from anybody authorized to talk for the unions," said Mr. Frayne sharply.

He amplified his comment as to the restricted extent of the sympathy strike, saying that it was the purpose to call out only those trades upon which the transit lines depend for fuel, complementary labor, or equipment.

"We are in fine shape financially to make a long fight," he continued. "None of our people will go hungry. We can make the street railway industry feel the labor generally will give us financial aid. The United Hebrew Trades are represented in our meetings and have promised all necessary assistance. We have friends everywhere."

He was asked to appraise the strength of the carmen's strike. He said it was going along splendidly, developing strength daily, and that the situation never had been better.

"We have not only put the surface lines about out of business, but in addition, are rapidly crippling the subway and elevated," he said. "At one of our meetings to-day, in the Lyceum, at Third Avenue and Eighty-sixth Street, there were between 500 and 600 of the Interborough motormen. That means between 500 and 600 trains out of commission. Furthermore, the continued running of the subway does not mean we will be defeated. We do not concede that at all."

Doubts Report About B. R. T. Men.

There has been a report that the Brooklyn Rapid Transit Company was flowing many of the motormen thirty day leaves of absence so that they could cross the East River and go to work for Mr. Shonts on the Interborough. Frayne said he doubted the truth of that, having had no report of it and being inclined to think that the B. R. T. needed all of its men.

The Continental Hotel conference will continue their sessions daily and will meet to-day at 2 P. M.

Some measure of the attitude of the unions affected by the sympathy strike recommendation was obtained from the leaders. Chairman John T. Riley of the International Longshoremen announced that 1,800 coal bargemen of the Tidewater Boatmen's Association will stop handling coal to-day—coal billed to the transit systems' power houses. The longshoremen's unions generally will vote to-day on the general strike call. The vote will be announced to-night or tomorrow.

About 8,000 of these workmen will be affected, according to labor estimates. The attitude of the longshoremen is represented in a special meeting of the new taken by the other unions "that the life of all organized labor in New York is at stake and that it is the duty of all to fight."

Hebrew Trades to Cooperate.

Assistant Secretary Morris Feinstein of the United Hebrew Trades, numbering 200,000 persons, announced that the U. H. T. would act with the other unions ready to fall in line if the situation demanded and ready to join a general strike if one is ordered.

W. Flanagan, secretary of the Eccentric Firemen, held a special meeting of the union had been called to act on the recommendation. Coroner Tim Healy, president of the International Brotherhood of Stationary Firemen, did not have much success in convincing the Interborough power houses. More than half the firemen are non-union and even the union men shrank from striking because they knew that firemen's jobs are easily filled.

James P. Holland, president of the New York State Federation of Labor, was in Newark to-day with the engineers attending the convention of stationary engineers. It was stated that he would request the international union to order the engineers of the power houses to go on strike.

Teamsters Ready to Quit.

Chairman Michael Cahel of the New York District Council of the International Brotherhood of Teamsters informed that 40,000 teamsters are ready to help the striking carmen with "financial and moral support."

Organizers were sent to Staten Island to attempt to align the carmen there in the strike. There were rumors that Fitzgerald's aids are going to try once more to make trouble for the B. R. T. The island was full of threats and of projected walkouts.

Mr. Fitzgerald, for the Amalgamated,

OUR booklet giving the experience of a large number of local "Spencer Heater" owners will surprise you. We know of no other way to convince you of "Spencer" economies and satisfactory even heat.

SPENCER HEATER CO.
(25) N. Y. Office, 161 Park Ave.

New Statement by Shonts.

The standpoint of the employers was expressed by Mr. Shonts in a long statement sent to the newspapers last night. "Let it be clearly understood," he says, "by the charge that the Interborough is trying to crush out unionism, and explain that the company has actually encouraged the union movement. It is a point of honor to the company to have a union to be entirely controlled by the men themselves so that they could get the advantages of collective bargaining and to have the company's management out of the picture. The company is not interested in the union itself, but in the fact that the company can get along with this union without an outside organization, the Amalgamated, interfering and causing it to be a union upon the company and to supplant the existing union against the desire of the men themselves."

"We are not fighting unionism," he adds, "we are only protecting our employees of their right to work and the public in its right to ride."

Mr. Shonts declared no strike could deprive his company of coal. He insists the strike is beaten and that the vast majority of the Interborough employees have remained and will remain loyal.

"What we are aiming at is to insure the long haul," he said. "We are trying to get people from up town to their places of work down town and back again. We are getting along without the use of a single strike breaker on the surface lines. The new men in the Interborough are rapidly becoming veterans. We fear one thing, that the old men will be rewarded for 1200 for conviction in each case."

Col. Timothy S. Williams, president of the Brooklyn Rapid Transit Company, felt sure the B. R. T. could retain the cooperation of its men. Of the strike organizers he said:

"Our men have no use for them. They tried to make trouble over here last night. Since then they have not bothered us."

Strike Utilizes 5,800 Policemen.

Chief Inspector Schmittberger reviewed the police situation. He said that 5,800 men were on duty, and that the situation in Manhattan and The Bronx and that they were maintaining good order very generally. What was more, they would be ready to deal with any very troublesome heads would be broken.

He expected that the longshoremen would join the strike sooner or later, but that the police were prepared to deal with that situation. The mounted men of the department will be mobilized in Manhattan if necessary, and the concentration points will be used as concentration points. Water used in the strike will be exhausted.

WESTCHESTER HIT HARD

Thousands Walk and Steam Lines Are Greatly Congested.

WHITE PLAINS, N. Y., Sept. 11.—The strike on all the trolley lines in Westchester county, except the Tarrytown, White Plains, and Mamaroneck Electric System, which is a branch of the New York and Stamford trolley road, owned by the New Haven Railroad Company, caused considerable discomfort to-day. Jurors and witnesses were prevented from reaching the White Plains Court House unless they hired automobiles. The cars on the Tarrytown White Plains line were running on schedule time, but it was reported the other unions might force the men to go out, despite the fact that the men have a two years agreement with the company not to strike.

The White Plains cars ran as far as the dividing line between Bronxville and Mount Vernon and then passengers have to foot it to Mount Vernon, three miles away.

The New York and Stamford Company is running cars as far as New Rochelle and then passengers have to hire jitney buses to get around the city or go to the railroad station. The Union Company and the Westchester Electric Company, whose employees are now on strike, own the tracks there.

Three Towns Have No Service.

In New Rochelle, Mount Vernon and Yonkers everything is at a standstill. In Mount Vernon commuters on Chester Hill, who have been using the local line to reach the railroad station, had to walk unless they hired taxicabs and these were at a premium. Some of the old cabbies brought out all kinds of rigs from "going hacks" which they had never seen service for twenty years, to old fashioned barouches.

The New York, Westchester and Boston Railroad Company and the Harlem Railroad were swamped with passengers, especially from Mount Vernon through The Bronx to Grand Central Terminal. The Harlem line added to the congestion and in order to have enough conductors, clerks from the New York Central offices were appointed assistant conductors.

INTERBORO IS ACCUSED.

Fitzgerald Says It Paid J. P. Morgan & Co. \$10,000,000.

William B. Fitzgerald, who is directing the carmen's strike, issued a new statement last night. He said: "I am perfectly satisfied with the general situation. Recruits are coming in all the time. There were 193 enrolled to-day."

Following this oral statement, Fitzgerald issued a typewritten memorandum in which he itemized payments made by the Interborough to J. P. Morgan & Co. a few years ago. He said that approximately \$10,000,000 went from the public to Mr. Morgan, his associates and agents as one result of the subway deal.

Pepper Throwers Recaptured.

William Bowen of 445 West Forty-first Street and Charles Wally of 229 West Sixty-first Street, who escaped from the West Side prison Sunday night after throwing red pepper in the eyes of a keeper, were recaptured and arraigned in the West Side court yesterday and held in \$10,000 bail each for trial on a charge of felonious assault. The other two men who escaped, Harold Fredericks and Frederick Herman, are still at large.

STRIKE BREAKERS ACCUSE INTERBORO

Ten Testify of Peonage Before Mayor and Public Service Commission.

ALL BEATEN BY GUNMEN

Lured Here, They Say, by False Promises, and Imprisoned in Car Barn.

Imprisonment, harsh treatment, short rations and intimidation with weapons have been the means of keeping the strikebreaking forces of the Interborough and New York Railways intact. It was charged yesterday by ten "inks," or strikebreakers, who gave testimony before Mayor Mitchell and the Public Service Commission. This condition of peonage has been in effect ever since the start of the strike, the men alleged, and policemen not only have failed to stop the roughness of the methods, but have contributed a few fine touches of their own.

Ten men, unkempt, uncouth of speech—typical industrial soldiers of fortune—recited their woes. Most of them said they had been lured to New York with a \$5 daily wage offer. When they got here, they said, they found they were making only \$3 or \$4. They were told, further, they asserted, by New York City police that they were in league with the strikebreaking contractors.

From their stories the barns of the Interborough and the Railways company are crowded with gunmen and other vicious types whose main employment seems to be the subjection of the rebellious non-unionists.

Mayor Orders Investigation.

These emergency men have been housed in quarters devoid of comfort and sanitation, they said. So graphic were the recitals of several of the strikebreakers that Mayor Mitchell ordered an immediate investigation. In order that these men who deserted—through subterfuge, they said—could get their money for the week's time since their arrival, the Mayor gave them the protection of a policeman to the strikebreaking contractors.

L. B. Dunham, Deputy Police Commissioner, inquired into the situation. He said he had satisfied himself the men were not prisoners in the police sense of the word. He said, however, they could desert their trains or cars at any place they wished. Men in the barns, however, he reported to the Mayor, were not free to leave the premises.

The plight of the men was called to the attention of the Mayor and Oscar S. Straus, chairman of the commission, yesterday. At the Mayor's request they were put on the stand.

"I am much interested in this," he said, "and I want to know whether any of these men have been injured or whether they have been treated with any kind of cruelty. I am much interested in this."

Offered Job at \$5 a Day.

Merton Wyatt, who gave his address as Chicago, said he had been hired in that city on September 5 by an agent of Berghoff Bros. & Waddell. After his arrival he was taken to a car barn at Fifth Street and Seventh Avenue.

"I was told in Chicago I would be given a job as motorman with \$5 a day. I never have been a motorman, but I have worked on railroads and know air and signals. About fifty miles out of New York City I was told to get on the train and passed out contracts for \$4 a day. I told him I had been promised \$5. He said: 'You are in New York now. Take that or nothing; so I took the contract.'"

"Yesterday we were brought to the 17th Street barn. We got a handful of hash and a little potato. We all got up and rebelled. We quit. We won't stand for this kind of eating," and started for the door. We told them we were going down to 120 Liberty Street and the street arm men started to plug us. I got it in the jaw and two or three others got knocked cold. They had rods and guns, pieces of pipe. One fellow had a piece of rubber. I don't know what was in it."

Escaped, he said, by pretending illness.

Sixteen Kept 300 From Quitting.

"I told them I wanted to go out and get some medicine. I thought that was the easiest way. The boss says, 'No, body goes out this place. We will see what this is.' A prison? He said: 'You will think it is worse than a prison, and he had two officers behind him. 'Now listen, this man Carson said, 'I will clean you up one at a time if you stay anything or I will clean up the whole bunch.' He knew we had no weapons. The sixteen men kept 300 from quitting."

Wyatt said none of the other men who came from Chicago had any more knowledge of the work of a motorman than he.

Edward F. Wilson of Brooklyn, who said he actually is ill, had a hard time persuading the strike breaking leaders. "When he quit he was manhandled at the 17th Street barn."

"I should think a man was a prisoner," he explained, "if he was not allowed to leave the place he was in. I was kept in there twenty-four hours a day. I should think that was a prison, so far as anything I know about a prison."

Time was wasted in the questioning of only one other of the strike breakers, George Brown, who has been a "Rink" for seven years. He had observed many of the

2D AVENUE LINE'S PLAN.

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Constant grinding of gears puts cars out of business. To prevent it, use

DIXON'S Lubricants

The selected graphite in the ground fills the irregularities found in even the smoothest metal. It prevents metal-to-metal contact. It stops grinding.

Ask your dealer to try the Dixon Lubricating Chart.

JOSEPH DIXON CRUCIBLE CO. Jersey City, N. J. Established 1877

Refused to Wear I. R. T. Uniforms.

"The strike breakers were working guards," he said. "The gunmen were all inside and doing the grilling, going around and sealing the fellows that tried to get out."

"Did you see any of these gunmen on the cars?"

"No, sir."

The men yesterday were ordered to put on Interborough uniforms. One of them, Nigger as he is known on the East Side, advised the fellows that Brown was of these rebels. Without warning he was hit in the back of the neck with a belt. The gunmen, as he called them, refused to let any man leave the barn.

"They had eight or nine men at the entrance. If they tried to walk out a man would be shot," he told.

To put down the trouble eight or nine men armed with blackjacks came into the room. This subdued the rebellion. He said of another fight, that occurred when one of the strike breakers found a fellow dice player using crooked dice. This was the usual thing, he explained. He said nothing else, but gambled and then split their profits with their bosses, according to Brown's statement.

Union Leader in Tilt With Straus.

William B. Fitzgerald, the strike leader, had a tilt in the morning with Chairman Straus. He asked the chairman to explain a statement in which he was quoted as criticizing the men who were not on strike. He said that Louis Fridger, counsel for the Amalgamated, injected himself into the argument, but Mr. Straus ruled them both out of the room.

Man of the Public Service Commission denied the quotation and said he had not formed any conclusion on the merits of the controversy.

"I think I have some rights," insisted Fitzgerald. "The people I represent have some rights. If we are going to be put down by the investigation and judged before the investigation is completed I hardly believe it is democracy and fairness."

Fridger insists that a state of strike does not exist on the Interborough.

"I never considered that the Interborough was on strike. I consider there is a state of lockout existing on the Interborough and I have tried to make that clear through the press so that the people will understand. There was a lockout declared and the people are in sympathy with the men that are locked out."

Shonts Dined With Whiteheads.

He attributed the entire strike situation to the failure of the return from Europe. In his testimony he said that secret channels of information brought him the news that the president of the New York City Police Department, at Sherry's. It was his conclusion that there was a plan made to combat the union from the time Whitehead reached town.

Fridger finished his statement of the union's side for the purpose of clearing the record. His whole presentation recited eight hours, in three installments.

With his testimony the inquiry into the Interborough and New York Railways strike closed. The Mayor, Mr. Straus and the Mayor conferred and then the Public Service Commissioners went into conference. Their report probably will be given to the public when the Commission meets at 11 o'clock.

79 FEWER TRAINS IN SUBWAY SERVICE

Continued From First Page

Both systems made every effort to cope with the emergency. The elevated system was doubled, ten cars were used instead of the usual five or six, and all through trains were ordered to stop to pick up passengers for the Grand Central Station.

Nine Stations Affected.

The principal stations affected yesterday by the strike conditions on the surface and subway systems were at the Heights, Morris Heights, in the Bronx, and 138th Street, Woodlawn, Melrose, Morrisania, Tremont and Fordham on the Harlem Division.

On the subway, the elevated system, which is not so thickly populated, some relief was given to its residents by the operation of the local and express service on the New York, Boston and Westchester Railway, running into 129th Street, and connecting with the Third Avenue elevated road by a shuttle car. More trains were operated on this road during the evening rush so that the inconvenience was fairly comfortably made up in spite of the extra demands made upon it by the public.

B. R. T. AIDING INTERBORO

Extra Motormen and Conductors Now Strike Breakers.

Scores of men of the Brooklyn Rapid Transit have found employment as strike breakers with the Interborough and the New York Railways Company. Their new employment brings with it no permanent discharge from the Brooklyn company; they are privileged to rejoin the B. R. T. at any time within thirty days. This has been done through leave of absence arrangement.

It is not hard for the B. R. T. to employ some of its men at this juncture. The strike peril has not menaced it at any time since the Manhattan disturbances; its organization of employees embraces practically every worker in the system. At this season of the year, too, with the resorts closing and a general reduction of traffic affecting many of my men who have been granted their temporary release.

No secrecy is wrapped around the fact that the men availing themselves of the leave of absence work in Manhattan. The B. R. T. officials have put no damper on the intention of the men getting the benefit of the double wages that now prevail on the Manhattan line. The Manhattan lines are eager to get as many of the B. R. T. men as can be spared. They are valuable not only for their experience as trainmen but they have the advantage, too, of knowing the town. Those who already have found employment as motormen have been put in the Interborough to keep that service up to full efficiency.

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IT NEWS DOOR RUSHING BUSINESS IN BRONX

Less Than 15 Per Cent. of Union Railway Cars Run in Morning Hours.

STEAM ROADS HELP OUT

New Haven and New York Central Expresses Stop at Local Stations.

Residents of Bronx county bore the brunt of the traction strike yesterday. The morning congestion was the worst. Thousands who in normal times make the downtown trip in an hour or less were from one to one and a half hours late.

At 8 o'clock in the morning less than 15 per cent. of the Union Railway's network of crosstown lines were in operation. This percentage steadily decreased during the day, so that by nightfall not a car was running on any of its surface lines.

Owners of motor vehicles operated jitney service at the principal transfer points and terminals in the evening, and both the subway and elevated lines distributed the traffic better during the rush hours.

Only the normal operation of subway and elevated trains, with the assistance of the New York and Stamford trolley roads, saved The Bronx yesterday morning from a complete tieup. The railroads ran extra trains on both the Harlem and Hudson divisions and instructed their through trains to stop to take on passengers at local stations.

Even with this aid every train that pulled southward out of The Bronx yesterday morning was crowded. Women as well as men were hanging onto the sides of the trains. Lack of accidents was due chiefly to the presence of policemen on all trains and the slow operation of the trains.

Congestion in 149th Street.

The greatest congestion of the morning occurred at Third Avenue and 149th Street, which is the principal transfer point between the elevated and subway and elevated passenger transfer for north and south bound of both divisions of the Interborough.

There were several women fainting. One of them, Mrs. Leslie Abigen, 70 years old, of 2041 Fifth Avenue, had to be removed to Lebanon Hospital.

Scores of motor buses brought passengers from all parts of The Bronx to the elevated and subway stations here, making it necessary to call the reserves from three police stations to handle the crowds. Chief Police Commissioner Egan ordered the chief detectives to be on duty on train platforms, so that scores were not pushed off in front of incoming trains.

The districts of The Bronx not adjacent to either the subway or elevated system, unless reached by surface lines, yesterday depended on the local stations of the Putnam Division of the New Haven and the Harlem Division of the New York Central. These two divisions have these local platforms were jammed by hundreds of extra passengers, so that ticket agents all along the line began to refuse to take tickets for the morning rush. A 5 o'clock of the sudden demand made on the roads.

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MEXICAN RAILWAYS NOW SHOW SURPLUS

Carrazana Commissioners Say 13,000 Miles of Line Are Brought Under Control.

RESTORED TO OWNERS

Statement Made With View of Revoking Warning to Avoid Republic.